

these entrepreneurial leaders for their important contributions to employment generation, the entrepreneurial spirit and our great Nation.

1995 INDUCTEES TO THE ENTREPRENEURSHIP HALL OF FAME

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A STRONG MARITIME INDUSTRY

HON. ELTON GALLEGLY

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 19, 1995

Mr. GALLEGLY. Mr. Speaker, as events in Bosnia, the South China Sea, and the Persian Gulf have demonstrated time and again, it is absolutely critical that the United States maintain a strong Navy, Merchant Marine, and shipbuilding and repair industrial base.

Since the end of World War II, which we recently commemorated, our Merchant Marine has fallen from over 3,000 vessels to today's 350 vessels flying the Stars and Stripes. It has been over 60 years since the Merchant Marine Act was signed into law and 25 years since the Congress last approved a maritime promotion program.

Similarly, American shipyards, which, in 1944 produced surface combatants at a rate of 1 every 2½ weeks, are now down to 6 primary construction yards bidding on less than 10 new vessels each year.

These statistics are unacceptable and must be reversed. This Nation needs a new maritime program which will help preserve our shipbuilding industrial base while providing the U.S.-flag commercial shipping capability necessary to maintain our military and economic security.

These sentiments were forcefully stated recently by Senator TRENT LOTT who Chairs the Subcommittee on Surface Transportation and Merchant Marine. Senator LOTT stated that,

Without a U.S. merchant fleet and a powerful U.S. shipbuilding industry, the U.S. would have to depend on foreign interests for seafight and logistics support.

In his testimony before Senator LOTT's subcommittee, Gen. Robert Rutherford, Commander of the U.S. Transportation Command, stated that:

We have not forgotten the importance of the U.S. maritime industry to our overall seafight capabilities. Just as we did in the Gulf War, Somalia, and most recently back to the Gulf, we rely extensively on our commercial partners to support our worldwide commitments.

Today, the Congress has an opportunity to reverse the recent trends in our commercial shipping experiences.

H.R. 1350, the Maritime Security Act of 1995, and the Senate counterpart, S. 1139 would initiate a 10-year program to create a Maritime Security Fleet which would boost national security, stimulate the economy and domestic shipbuildings and promote a stronger, more efficient U.S. flag commercial fleet.

In a letter to the Commerce Committee, our colleagues HERB BATEMAN, RANDY CUNNINGHAM, CURT WELDON and others stressed that the:

Enactment of H.R. 1350 will preserve and create American maritime jobs, generate much-needed revenues for federal and state taxing authorities, improve our balance of trade and ensure that our country will not become totally dependent on foreign nations and foreign crews to transport the supplies and equipment needed by American servicemen overseas.

With respect to domestic shipbuilding, a recent study released by the Maritime Administration indicated that jobs in commercial shipbuilding had declined some seven percent in 1994 and only one ocean-going commercial ship is currently on order.

While Navy shipbuilding has been the salvation of our shipbuilding industrial base over the past 7 years, the number of new orders is on the decline and must be stabilized at an adequate number. The Congress must continue to provide funding for the nuclear attack submarine fleet, the AEGIS surface combatant fleet and the amphibious and auxiliary ships necessary to support our Marine and Army forces.

Finally, the Congress can ensure the preservation of the U.S.-flag commercial fleet by resisting the proposal to repeal the Jones Act.

Since 1789, the United States has maintained a preference for carrying domestic commerce on U.S.-built, U.S.-flag vessels. In 1920, the Congress enacted the Jones Act mandating that cargoes carried between U.S. ports would be transported on U.S.-flag, U.S.-crewed vessels. These laws were seen as a way to promote the U.S. maritime industry as well as to ensure safe transportation and national defense considerations.

There are those who want to repeal the Jones Act claim the law is protectionist in nature. And, they may be correct. But, some form of Federal investment to promote a U.S. flag commercial fleet can be justified. Unlike the ocean-going fleet, the Jones Act operators do not receive any subsidy from the Federal Government either for operations or for construction. If preferential cargo treatment is the price we must pay to ensure that foreign flags-of-convenience carriers, who are not subject to U.S. safety laws and who cannot be counted on for our national defense do not enter our domestic commerce, then the investment may well be worth it. We simply cannot allow foreign vessels to gain total control over our domestic waterborne trade.

In addition, as Al Herberger, head of the Maritime Administration testified:

When a U.S. shipper chooses to move cargo on a U.S.-flag vessel as opposed to a foreign-flag vessel, most revenue that is paid for freight remains in the U.S. economy. On the other hand, freight paid to foreign flag operators, increases our trade deficit because that revenue goes to foreign nationals.

Again, as Senator LOTT stated at his subcommittee's hearing:

I want to maintain and promote a U.S.-flag fleet, built in U.S. shipyards and manned by

U.S. crews . . . when I go home, I want to see the greatest amount possible of Mississippi agricultural products . . . moving on U.S. built and flagged ships.

The Jones Act, since its inception, has provided an important service to the U.S. economy and the maritime industrial base. Previous attempts have been made to repeal this law. However, the majority in the Congress has always resisted these ill-conceived attempts to destroy the U.S.-flag commercial fleet. In fact, on July 24 the House reaffirmed its commitment to the principals of cargo preference embodied in the Jones Act when it voted 324 to 77 to permit the export of Alaskan North Slope oil exclusively on U.S.-flag tankers.

Mr. Speaker, since the beginning of our history, this Nation has recognized that as a maritime Nation dependent on secure transport of ocean-borne commerce and military strength, we must remain committed to a strong maritime industry, led by a viable U.S.-flag merchant fleet. This simple fact has not changed in over 220 years and must not change now. The Congress must continue to support a strong Navy, a viable merchant marine, and an efficient shipbuilding industrial base.

TRIBUTE TO EARL BALTES

HON. JOHN A. BOEHNER

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 19, 1995

Mr. BOEHNER. Mr. Speaker, I want to recognize Earl Baltes for his past and present efforts as a race track owner and promoter. Earl has been a promoter of auto racing for most of his life, providing race fans with the excitement of sprint car racing for more than 40 years.

Earl's racetrack, Eldora Speedway is just north of Greenville, OH, and has hosted veteran drivers such as Mario Andretti, A.J. Foyt, Johnny Rutherford, Roger McCluskey, and Bobby and Al Unser, Sr. just as they were beginning their careers. More recently, up and coming racers including Jeff Gordon, Ken Schrader, Ernie Ivan, and Jeff Purvis have competed at Eldora. Certainly, Eldora Speedway and the name Earl Baltes is familiar throughout the auto racing industry. While there may be a few who have raced at Eldora and do not have fond memories, they all fondly remember Eldora Speedway and Earl.

Earl's hard work and perseverance have come to fruition. Eldora Speedway ranks among the premier short-track facilities in the nation—attracting auto racing drives and fans from across the country and throughout the world. His dream of turning a cornfield into a top ranked race track has become a reality.

At age 74, when many have settled down to a life of retirement, Earl continues to thrill race fans with some of the greatest sprint car racing in the world. The sport has changed a great deal since Earl built Eldora Speedway in 1954, and only through determination and hard work has Earl remained successful.

Therefore, Mr. Speaker, I want to recognize Earl Baltes and thank him, on behalf of my district and on behalf of race fans everywhere for giving race car drivers the opportunity to excel and for providing fans the thrill of auto racing.